

February 8, 2010

***The City of San Antonio
Notice for Public Comment
Intention to Amend Existing Passenger Facility Charge Applications
at the San Antonio International Airport***

The City of San Antonio (the City) intends to submit to the Federal Aviation Administration (FAA) Amendments to the following previously amended Applications to Impose and Use a Passenger Facility Charge (PFC) at San Antonio International Airport (Airport or SAT):

- 01-01-C-00-SAT
- 03-02-U-00-SAT
- 04-03-U-00-SAT
- 05-04-C-00-SAT
- 07-05-C-00-SAT

The City is posting this public notice as part of the passenger facility charge (PFC) application process under 14 CFR § 158.24 for the Airport and is providing you with the following information:

- Description of the City's proposed amended PFC Program (Attachment A).
- PFC level, proposed charge effective date, estimated charge expiration date, and estimated total PFC revenue pursuant to Section 158.23(a)(2)
- Class of carriers not required to collect the PFC pursuant to Section 158.23(a)(3)
- Financial summary of currently authorized PFC applications; project costs and funding sources for projects to be amended; and projection of collections (Attachment B)¹

¹ Includes Tables 1, 2, 3 and 4 described within this letter.

Description of each amended project pursuant to Section 158.23 (a)(1) (Attachment A)

The scope and/or cost and funding sources for six projects that were previously approved in PFC applications have changed significantly enough to warrant the filing of a PFC Amendment. Details for each of the projects being amended are included in Attachment A.

PFC level, estimated charge expiration date, and estimated total PFC revenue pursuant to Section 158.23(a)(2)

- PFC level: The City intends to continue collecting PFC at a \$4.50 level.
- Total PFC authority will be \$541,106,251 upon approval of all Amendments. The detail for each PFC Application to be amended may be found in the attached **Table 1**.
- Additional PFC Impose and Use authority for all Amendments under this application: will be 160,147,702. The detail for each project to be amended may be found in the attached **Table 2**.
- Estimated charge effective dates and estimated charge expiration dates are calculated based on projections of future passenger activity and presented in attached **Table 3**. Estimated dates for each amendment are presented in **Table 4**, however, actual expiration dates will be determined based on actual collected revenues plus interest thereon equal the allowable costs of the approved projects, as permitted by regulation.
- The estimated charge expiration date for all applications as amended is estimated to be January 1, 2027, (or until collected revenues plus interest thereon equal the allowable costs of the approved projects, as permitted by regulation).

These dates are estimated based on current legal expiration dates and projections of future enplanements assuming 2 percent annual enplaned passenger growth and 92 percent collectibility on enplaned passengers.

Class of carriers not required to collect the PFC pursuant to Section 158.23(a) (3)

The City plans to request the exclusion of PFC collection from Air Taxi/Commercial Operators (ATCO) filing FAA Form 1800-31. The most recent official enplanement figures, for the year-end December 31, 2008, show that these carriers enplaned a total of six hundred eighty-nine (689) passengers. The known carriers in this class and their enplanement levels consist of the following:

Aero Jet Services LLC	26
Amalgamated Leasing, Inc.	3
American Jet International Corporation	106
Asheville Jet Charter and Management, Inc.	2
Capital Excel, Inc.	7
Chicago Jet Group LLC	1
Executive Air Charter of Boca Raton	2
Executive Jet Management, Inc.	216
Executive Travel Air LLC	3
FMCO Promotions, Inc.	1
Flying M Aviation, Inc.	3
Jet Solutions LLC	257
Jetchoice 1 LLC	29
Nashville Jet Charters, Inc.	12
O'Connor, Dallas	6
Pro Airways LLC	7
Wilson Air Charter, Inc.	8
Total	689

The number of passengers enplaned annually by this class of carriers represents an amount less than one percent of the total enplaned passengers at the Airport. In accordance with 14 CFR § 158.25 this class of carriers may be requested to be exempted based on their enplanement levels and cost to the City to collect PFCs from this class of carrier.

Point of Contact:

As required under 14 CFR § 158.24, the City will be accepting public comments on the proposed PFC amendments up to forty-five (45) days after the date of posting this public notice on our Internet Web site. Any comments should be sent to:

Frank R. Miller, A.A.E.
 Aviation Director
 San Antonio Aviation Department
 9800 Airport Blvd.
 San Antonio, Texas 78216

ATTACHMENT A

PFC Applications to be Amended

PFC Application 01-01-C-03-SAT (Impose Application):

1.1 Noise Attenuation

- a) Original Description: This is a three-year project, which includes the acoustical treatment of 350 to 400 qualifying residential homes. This is an extension of the Residential Acoustical Treatment Pilot Program (RATPP) completed under the 1991 Part 150 Study. The RATPP identified and confirmed certain architectural treatments, which effectively reduce interior noise levels. These treatments will be used in the Acoustical Treatment Program, a recommended plan element of the Noise Compatibility Plan currently under study, to ensure noise reduction levels are achieved. It is estimated that the total number of qualifying residences listed within 65 LDN or higher is 5,200.

This program is included as a component of the 1999 Part 150 Noise Compatibility Study Update and will reduce interior noise levels on qualifying residences surrounding the airport.

Revised Description: This project now extends to a ten-year duration and includes the acoustical treatment of approximately 1,800 qualifying residential homes. This is an extension of the Residential Acoustical Treatment Pilot Program (RATPP) completed under the 1991 Part 150 Study. The RATPP identified and confirmed certain architectural treatments, which effectively reduce interior noise levels. These treatments will be used in the Acoustical Treatment Program, a recommended plan element of the Noise Compatibility Plan currently under study, to ensure noise reduction levels are achieved. It is estimated that the total number of qualifying residences listed within the Day/Night Noise Level (DNL) 65 or higher is 2,000.

This program is included as a component of the 2009 Part 150 Noise Compatibility Study Update and will reduce interior noise levels on qualifying residences surrounding the airport.

- b) Revised Project Cost: \$106,683,196
- c) Revised PFC Amount: \$42,539,846 (includes finance and interest costs)
- d) PFC Increase percentage: 71.3%
- e) Revised Start Date: No Change
- f) Revised Completion Date: December 2014

1.10 Construct Concourse B

- a) Original Description: This project involves the construction and financing of a new six-gate concourse, integral with and to the west of Terminal 1. Concourse B will contain approximately 150,000 to 200,000 square feet and will include six airline gates, hold rooms, operations areas, baggage-handling areas, ticketing areas, concessions, aviation offices, and common areas.

Terminal 2 will be demolished because portions of Terminal 2 are over 40 years old and any future investment into Terminal 2 would not be cost effective. The new gates in Concourse B will replace the gates that will be lost when Terminal 2 is demolished to make room for the construction of future concourses. Concourse B is the first phase of the terminal expansion plan, which will ultimately replace Terminal 2 and thereby allow future expansions to proceed without impacting gate inventory. The first phase, Concourse B, will serve as a partial replacement for Terminal 2 gates. Terminal 2 can then be demolished for construction of future concourses, which then will provide the additional gates needed to accommodate projected growth, increase gate capacity and enhance airline competition.

The scope of the project was subsequently amended to incorporate an eighth aircraft gate, explicit inclusion of design costs and to modify the funding plan.

Revised Description: This project involves the construction of a new eight-gate terminal, integral with and to the west of Terminal 1. Terminal B will contain approximately 245,331 square feet and will include eight airline gates, hold rooms, operations areas, ticketing areas, concessions, common areas and public area furnishings, fixtures and equipment (FF&E). Terminal B will have a back-of-house in-line baggage system consolidated with the checked baggage inspection system (CBIS) for Terminal 1. The consolidated CBIS will be housed in a 27,600 square foot building addition to Terminal 1 and will house five (5) automated Explosive Detection System (EDS) machines, as well as up to eight (8) Electronic Trace Detection (ETD) units to inspect baggage that either sets off an alarm or is oversized. It will also house an On-Screen Resolution (OSR) and a baggage system control room. This project also includes the phased demolition of Terminal 2.

This project will also include the demolition of existing Terminal 2 and associated phasing upon the completion of Concourse B. This demolition will permit the construction of future Terminal C and the phased construction of the aircraft parking apron.

Demolition is required in order to provide aircraft access to gates in the new Terminal B building and the associated apron as part of the Terminal Expansion project.

This project will also include the procurement and installation of 8 passenger boarding bridges for gates at Terminal B. Additionally, this project includes the pre-conditioned air, potable water and 400 Hz systems to support the bridges.

Based upon the space eligibility analysis prepared in conjunction with this amendment, 81.9 percent of the Concourse B building and associated expenses are

PFC-eligible. One hundred percent of the costs of the passenger boarding bridges and the demolition of Terminal 2 are assumed to be PFC-eligible.

- b) Revised Project Cost: \$ 142,116,528
- c) Revised PFC Amount: \$ 251,505,535 (which includes finance and interest costs)
- d) PFC Increase percentage: 42.5%
- e) Revised Start Date: No Change
- f) Revised Completion Date: November 2010

PFC Application 03-02-U-03-SAT (Use Application):

1.10 Construct Concourse B

See application 01-01-C-03-SAT for project details

PFC Application 04-03-U-03-SAT (Use Application):

1.1 Noise Attenuation

See application 01-01-C-03-SAT for project details

PFC Application 05-04-C-02-SAT (Impose and Use Application):

4.2 Central Plant Upgrade

- a) Original Description: This project includes phased infrastructure improvements to the central plant in support of the new Concourses B and C. Improvements include: new and replacement piping between the central plant, new Concourses, and existing terminal facilities; two additional Chillers; a new cooling tower, and one additional boiler; and miscellaneous upgrades to the existing equipment and building. Work will include incidentals such as trenching and backfill, cabinets, and connections. The PFC eligibility for this project has been determined to be the same as Concourse B at 73.9%.

Additional heating and cooling equipment is required to support the increased capacity demands of Concourses B and C. Lines will need to be replaced and realigned to the new building footprints. Miscellaneous upgrades to existing equipment and buildings are required to make the equipment compatible with the new systems and to meet building codes.

Revised Description: This project includes the construction of a new Central Utility Plant with new chillers and associated equipment to serve the existing Terminal 1, FAA Building, the new Terminal B and for future expansion to serve Terminal C.

- b) Revised Project Cost: \$10,260,142
- c) Revised PFC Amount: \$14,552,101 (includes finance and interest costs)
- d) PFC Increase percentage: 63.0%
- e) Revised Start Date: No Change
- f) Revised Completion Date: January 2010

4.4 New Utilities Terminal Expansion

- a) Original Description: This project includes expansion of utilities and associated infrastructure in support of the Terminal Expansion Program, including existing Terminal 1 and the new Terminal / Concourses B and C. Improvements include the removal and replacement and extension of waterlines, sanitary sewer lines, gas mains, electrical communication, and FAA duct bank and conductors, and hydronic lines between the central utility plant and the terminals. The project also includes such items as trenching and backfill, demolition and/or removal/abandonment; pavement saw cutting and removal, pavement replacement, manholes, valves, fire hydrants, underground concrete vaults, copper and fiber optic conductors, conduit concrete and connections. The PFC eligibility for this project has been determined to be the same as Concourse B at 73.9%.

The existing utilities must be expanded to support the increased capacity demands of Concourses B and C. Lines will need to be replaced and/or realigned to the new building footprints. Miscellaneous upgrades to existing equipment and buildings are

required to make the equipment compatible with the new systems and to meet building codes.

Revised Description: The hydronic lines are between the new central utility plant and the terminals. Because the PFC-eligibility for Construct Concourse B project has increased to 81.9 percent, the PFC-eligibility for this project also increases to 81.9 percent.

- b) Revised Project Cost: \$17,381,247
- c) Revised PFC Amount: \$27,217,101 (includes finance and interest costs)
- d) PFC Increase percentage: 28.5%
- e) Revised Start Date: No Change
- f) Revised Completion Date: January 2010

PFC Application 07-05-C-01-SAT (Impose and Use Application):

5.1 Terminal 1 Modifications

- a) Original Description: This project involves the phased expansion of the existing four-lane security checkpoint to five lanes for passenger screening, including a preliminary analysis of future expansion to a sixth lane; relocation of the baggage screening from the terminal lobby to a back-of-house in-line system; and new public area furnishings fixtures and equipment (FF&E). The In-line Baggage screening system will be housed in a 6,500 square feet building addition to Terminal 1 and will house up to 4 automated Explosives Detection Systems (EDS), as well as 6 Electronic Trace Detection (ETD) units to inspect baggage that either sets off an alarm or is oversized. It will also house a remote monitoring station to ensure smooth, continuous operation of the system. New public area passenger seating, planters, waste receptacles, and other public area amenities will be installed.

The additional checkpoint lane will expedite passenger processing and reduce the wait time during peak periods. The relocated baggage system will relieve terminal lobby crowding, expedite the through put process and reduce the manpower requirements for baggage screening process. The FF&E will enhance passenger flow and terminal utility by replacing decades-old facilities. The Transportation Security Administration Federal Security Director, in a February 22, 2007, letter endorsed the project.

Revised Description: The project involves the expansion of the existing four-lane security checkpoint to six lanes for passenger screening; relocation of the baggage screening from the terminal lobby to a back-of-house in-line baggage system consolidated with the checked baggage inspection system (CBIS) for Terminal B. The consolidated CBIS will be housed in a 27,600 square feet building addition to Terminal 1 and will house five (5) automated Explosive Detection System (EDS) machines, as well as up to eight (8) Electronic Trace Detection (ETD) units to inspect baggage that either sets off an alarm or is oversized. It will also house an On-Screen Resolution (OSR) and a baggage system control room.

This project will also include the procurement and installation of 16 passenger boarding bridges for gates at Terminal 1. Additionally, this project includes the pre-conditioned air, potable water and 400 Hz systems to support the bridges.

- b) Revised Project Cost: \$ 39,051,747
- c) Revised PFC Amount: \$64,812,247 (includes finance and interest costs)
- d) PFC Increase percentage: 491.3%
- e) Revised Start Date: No Change
- f) Revised Completion Date: November 2010

5.4 Taxiway R Extension

- a) Original Description: This project extends Taxiway R by 2,000 feet to the Northwest. The project includes pavement, drainage, lighting & signage. This project is necessary to support general aviation development on the north side of the airfield adjacent to the general aviation runway, including a corporate hangar currently under construction.

Revised Description: Taxiway Romeo will be further extended to the northwest by approximately 1,200 linear feet to provide airside access to planned development along Nakoma from U.S. Hwy 281 to Jones Maltsberger.

- b) Revised Project Cost: \$6,037,323
- c) Revised PFC Amount: \$2,532,326 (includes finance and interest costs)
- d) PFC Increase percentage: 303.6%
- e) Revised Start Date: No Change
- f) Revised Completion Date: April 2010

ATTACHMENT B

Financial Summary

Attachment B includes the following tables:

- Table 1 - Status of PFC Authority
- Table 2 - Project Funding
- Table 3 - PFC Cash Flow Projection
- Table 4 - Estimated Charge Effective and Expiration Dates

Table 1**Status of PFC Authority**

Application	Approved for Collection	Approved for Use
01-01-C-00-SAT	\$102,524,363	\$44,065,600
01-01-C-01-SAT	13,893,537	(7,347,309)
01-01-C-02-SAT	121,611,491	0
Total Application 01 Existing	\$238,029,391	\$36,718,291
01-01-C-03-SAT ¹	92,734,281	
Total Application 01 as amended	\$330,763,672	\$36,718,291
03-02-U-00-SAT	0	47,579,422
03-02-U-01-SAT	0	28,948,561
03-02-U-02-SAT	0	99,942,892
Total Application 02 Existing	\$0	\$176,470,875
03-02-U-03-SAT ¹		75,034,660
Total Application 02 as amended	\$0	\$251,505,535
04-03-U-00-SAT	0	2,400,000
04-03-U-01-SAT	0	771,626
04-03-U-02-SAT	0	21,668,599
Total Application 03 Existing	\$0	\$24,840,225
04-03-U-03-SAT ¹		17,699,621
Total Application 03 as amended	\$0	\$42,539,846
05-04-C-00-SAT	50,682,244	50,682,244
05-04-C-01-SAT	67,621,461	67,621,461
Total Application 04 Existing	\$118,303,705	\$118,303,705
05-04-C-02-SAT ¹	11,656,801	11,656,801
Total Application 04 as amended	\$129,960,506	\$129,960,506
07-05-C-00-SAT	\$24,625,453	\$24,625,453
07-05-C-01-SAT ¹	55,756,620	55,756,620
Total Application 05 as amended	80,382,073	80,382,073
Total Current Approval	\$380,958,549	\$380,958,549
Proposed Amendments 1-5	160,147,702	160,147,702
Total Approval 1-5	\$541,106,251	\$541,106,251

Source: City of San Antonio, Department of Aviation, February 2010

Prepared by: Ricondo & Associates, Inc.; February 2010

Table 2

Project Funding

Existing PFC Authorization

Project Number	Project Name	PFC Impose # / PFC Use #	Project Cost (excludes Fin & Int)	Other					PFC				
				TSA Reimbursement	AIP	Local	Capital	Fin & Int	PAYGO	Existing Bond Capital	Future Bond Capital	Fin & Int	Total
1.1	Noise Attenuation	01-01-C-00-SAT / 04-03-U-00-SAT	\$64,893,129	\$0	\$51,986,503	\$0	\$0	\$0	\$2,824,743	\$10,371,883	\$0	\$11,843,599	\$24,840,225
1.10	Construct Concourse B	01-01-C-00-SAT / 03-02-U-00-SAT	112,854,161	0	0	0	19,779,255	20,572,659	5,425,535	79,640,798	0	91,404,544	\$178,470,875
4.2	Central Plant Upgrade	05-04-C-00-SAT	6,455,843	0	0	1,608,930	0	0	291,360	4,555,553	0	4,081,074	\$8,927,987
4.4	New Utilities Terminal Expansion	05-04-C-00-SAT	13,793,310	0	0	3,215,750	0	0	877,983	9,689,577	0	10,606,864	\$21,184,414
5.1	Terminal 1 Modifications	07-05-C-00-SAT	10,960,453	0	0	0	0	0	10,960,453	0	0	0	\$10,960,453
5.4	Taxiway R Extension	07-05-C-00-SAT	2,510,000	0	1,882,500	0	0	0	627,500	0	0	0	\$627,500
	Subtotal		\$211,555,896	\$0	\$53,869,003	\$0	\$12,833,255	\$20,572,659	\$20,807,574	\$104,267,809	\$0	\$117,936,071	\$243,011,454

Changes to Existing PFC Authorization

Project Number	Project Name	PFC Impose # / PFC Use #	Project Cost (excludes Fin & Int)	Other					PFC				
				TSA Reimbursement	AIP	Local	Capital	Fin & Int	PAYGO	Existing Bond Capital	Future Bond Capital	Fin & Int	Total
1.1	Noise Attenuation	01-01-C-00-SAT / 04-03-U-00-SAT	\$41,700,067	\$0	\$33,394,446	\$0	\$0	\$0	\$0	\$0	\$8,305,821	\$9,394,000	\$17,699,821
1.10	Construct Concourse B	01-01-C-00-SAT / 03-02-U-00-SAT	29,262,367	0	5,728,500	0	(3,687,218)	(4,148,000)	0	0	35,209,850	39,825,000	\$75,034,850
4.2	Central Plant Upgrade	05-04-C-00-SAT	3,804,299	0	0	0	1,165,185	1,318,000	0	0	2,659,114	2,865,000	\$6,624,114
4.4	New Utilities Terminal Expansion	05-04-C-00-SAT	3,587,937	0	0	0	757,260	857,000	0	0	2,850,667	3,202,000	\$6,932,667
5.1	Terminal 1 Modifications	07-05-C-00-SAT	28,091,294	0	2,821,500	0	0	0	0	0	25,269,754	28,952,000	\$53,851,754
5.4	Taxiway R Extension	07-05-C-00-SAT	3,527,323	0	2,833,497	0	0	0	0	0	893,826	1,011,000	\$1,904,826
	Subtotal		\$109,875,287	\$8,550,000	\$36,027,943	(\$8,008,575)	(\$1,744,783)	(\$1,973,000)	\$0	\$0	\$75,148,702	\$84,999,000	\$160,147,702

Amended Project Costs, Funding Sources and PFC Authorization

Project Number	Project Name	PFC Impose # / PFC Use #	Project Cost (excludes Fin & Int)	Other					PFC					% Increase
				TSA Reimbursement	AIP	Local	Capital	Fin & Int	PAYGO	Existing Bond Capital	Future Bond Capital	Fin & Int	Total	
1.1	Noise Attenuation	01-01-C-00-SAT / 04-03-U-00-SAT	\$106,668,196	\$0	\$85,380,949	\$0	\$0	\$0	\$2,824,743	\$10,371,883	\$8,305,821	\$21,237,599	\$42,539,846	71.3%
1.10	Construct Concourse B	01-01-C-00-SAT / 03-02-U-00-SAT	142,115,528	0	5,728,500	0	18,112,037	16,424,659	5,425,535	79,640,798	35,209,850	131,229,544	\$251,505,535	42.5%
4.2	Central Plant Upgrade	05-04-C-00-SAT	10,260,142	0	0	1,608,930	1,165,185	1,318,000	291,360	4,555,553	2,659,114	7,066,074	\$14,552,101	63.0%
4.4	New Utilities Terminal Expansion	05-04-C-00-SAT	17,381,247	0	0	3,215,750	757,260	857,000	877,983	9,689,577	2,850,667	13,606,864	\$27,217,101	28.5%
5.1	Terminal 1 Modifications	07-05-C-00-SAT	39,051,747	0	2,821,500	0	0	0	10,960,453	0	25,269,754	28,952,000	\$64,812,247	491.3%
5.4	Taxiway R Extension	07-05-C-00-SAT	6,037,323	0	4,515,987	0	0	0	627,500	0	893,826	1,011,000	\$2,532,326	303.5%
	Subtotal		\$321,530,193	\$89,996,946	\$89,996,946	\$4,324,880	\$18,034,472	\$18,599,659	\$20,807,574	\$104,267,809	\$75,148,702	\$202,835,071	\$403,159,156	

Source: City of San Antonio, Department of Aviation, February 2010

Prepared by: Tecuenda & Associates, Inc., February 2010

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Table 3

PFC Cash Flow Projections

	Through March 1, 2019	Through September 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Subtotal
PFC Revenues:											
Enplanements ¹		1,224,000	4,594,000	5,094,000	5,196,000	5,300,000	5,406,000	5,514,000	5,624,000	5,736,000	
PFC Enplanements		1,128,000	4,594,000	4,886,000	4,760,000	4,876,000	4,974,000	5,073,000	5,174,000	5,277,000	
Net PFC Charge		\$4,39	\$4,39	\$4,39	\$4,39	\$4,39	\$4,39	\$4,39	\$4,39	\$4,39	
PFC Revenue		\$4,943,140	\$20,167,660	\$20,571,540	\$20,984,200	\$21,405,640	\$21,935,660	\$22,270,470	\$22,713,860	\$23,166,030	
Investment Earnings		0	0	0	0	0	0	0	0	0	
Total PFC Revenue Capacity	\$380,958,549	\$4,943,140	\$20,167,660	\$20,571,540	\$20,984,200	\$21,405,640	\$21,935,660	\$22,270,470	\$22,713,860	\$23,166,030	\$559,016,949
Cumulative PFC Revenue Capacity	380,958,549	385,901,689	406,069,349	426,640,889	447,625,089	469,030,729	490,966,589	513,137,059	535,850,919	559,016,949	
Total PFC Revenue Authorized to be Collected	\$380,958,549	\$4,943,140	\$20,167,660	\$20,571,540	\$20,984,200	\$21,405,640	\$21,935,660	\$22,270,470	\$22,713,860	\$23,166,030	\$541,106,251
Cumulative PFC Revenue Authorized to be Collected	380,958,549	385,901,689	406,069,349	426,640,889	447,625,089	469,030,729	490,966,589	513,137,059	535,850,919	559,016,949	
Expenditures:											
Application 01-01-C-00-SAT, as previously amended	36,718,291										36,718,291
Application 03-02-U-00-SAT, as previously amended	176,470,875										176,470,875
Application 04-03-U-00-SAT, as previously amended	24,840,225										24,840,225
Application 05-04-C-00-SAT, as previously amended	118,303,705										118,303,705
Application 07-05-C-00-SAT, as previously amended	24,625,453										24,625,453
Proposed Amendment No. 01-01-C-03-SAT	0	0									0
Proposed Amendment No. 03-02-U-03-SAT		4,943,140	20,167,660	20,571,540	20,984,200	8,368,120					75,034,660
Proposed Amendment No. 04-03-U-03-SAT						13,037,520	4,662,101				17,699,621
Proposed Amendment No. 05-04-C-02-SAT							11,655,801				11,655,801
Proposed Amendment No. 07-05-C-01-SAT							5,516,958	22,270,470	22,713,860	5,255,332	55,766,620
Total PFC Expenditures	\$380,958,549	\$4,943,140	\$20,167,660	\$20,571,540	\$20,984,200	\$21,405,640	\$21,935,660	\$22,270,470	\$22,713,860	\$23,166,030	\$541,106,251
Running PFC Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

¹ Prepared by Ricondo & Associates, Inc. December 2009

Source: City of San Antonio, Department of Aviation, January 2010

Prepared by: Ricondo & Associates, Inc.; February 2010

Table 4
Calculation of PFC Charge Effective and Expiration Dates

	Current		Additional Months Collections	Revised	
	Charge Effective Date	Charge Expiration Date		Charge Effective Date	Charge Expiration Date
Application 01-01-C-00-SAT, as previously amended	1/1/2001	1/1/2013	56.0	no change	9/1/2017
Application 03-02-U-00-SAT, as previously amended	n/a	n/a			
Application 04-03-U-00-SAT, as previously amended	n/a	n/a			
Application 05-04-C-00-SAT, as previously amended	1/1/2013	3/1/2018	7.0	9/1/2017	6/1/2023
Application 07-05-C-00-SAT, as previously amended	3/1/2018	3/1/2019	32.0	6/1/2023	1/1/2027

Source: Federal Aviation Administration (current charge effective and expiration dates), February 2010
Prepared by: Ricondo & Associates, Inc.; February 2010